

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 6, 2000

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room,
Phoenix, Arizona

MEMBERS ATTENDING

Wickenburg: Fred Carpenter, Chair	Maricopa County: Tom Buick
ADOT: Chuck Eaton for Dan Lance	Mesa: Jeff Martin
*Avondale: William Bates	Paradise Valley: Tom Martinsen
Buckeye: Joe Blanton	Peoria: David Moody
Chandler: Dan Cook for Bryan Patterson	Phoenix: Tom Callow
Gilbert: Tami Ryall	RPTA: Bryan Jungwirth for Ken Driggs
Glendale: Jim Book	Scottsdale: John C. Little
Goodyear: Cato Esquivel	Surprise: Ellis Perl
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Maureen Mageau-DeCindis RPTA for Eric Iwersen, Tempe	*Pedestrian Advisory Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Grant Anderson, Glendale	*Telecommunications Advisory Group:
ITS Committee: Jim Book	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Chris Plumb, Maricopa County
Cari Anderson, MAG	Bill Reutter, Arizona Dept. of Public Safety
Stuart Boggs, MAG	Amy Rudibaugh, Glendale
Dale Buskirk, ADOT	Lynn Timmons, Phoenix
Stephen Cleveland, Air Quality TAC	Chris Voigt, MAG
Don Herp, Phoenix	Amber Wakeman, Tempe
Mara Kelly, Landry & Moran	Paul Ward, MAG
Glen Kephart, Tempe	Shannon Wilhelmsen, Tempe
Lon McDermott, Wickenburg	

1. Call to Order

Fred Carpenter, Chairman, called the meeting to order at 1:35 p.m.

2. Approval of the July 25, 2000 Meeting Minutes

The Chairman asked if there were any corrections to the minutes of the July meeting. There being no corrections to the minutes, Bryan Jungwirth moved to approve the July meeting minutes. Mike Cartsonis seconded the motion. The minutes were approved unanimously.

3. Call to the Audience

No action taken.

4. Transportation Manager's Report

Turning to the next order of business, Chairman Carpenter introduced Eric Anderson of MAG who gave the Transportation Manager's Report. Anderson briefed the Committee on the addendums to agenda item 9 the draft FY 2002-2006 MAG Transportation Improvement Program, and item 12, the MAG-ADOT CANAMEX Corridor Study. Anderson noted that the draft TIP included a series of projects that were targeted at addressing the region's air quality nonattainment status. Referring to agenda item 12, Anderson noted that the joint MAG-ADOT CANAMEX recommendation reflected the considerable public input gained during a series of public meetings conducted by MAG and ADOT on the issue in the communities of Buckeye, Surprise, Sun City, and Wickenburg.

In other business, Anderson told the Committee that the Park & Ride Forum scheduled for October had been cancelled and that the next meeting of the Forum would be in November. Anderson also briefed the Committee on projects that would be going to the Regional Council including the ITS Strategic Plan, the Specification and Details Manual, and the Congestion Study. The latter would also be considered by the Committee at their meeting of October 31, 2000.

5. Approval of Consent Agenda

No action taken by the Committee.

6. Report on the MAG Freeway Program

Turning to the next order of business, Chairman Carpenter introduced Eric Anderson who briefed the Committee on the MAG Freeway Program. He noted that the Arizona Department of Transportation (ADOT) had updated their sales tax projections and that the revised Life Cycle program was within \$1 million of the projections. Anderson observed that sales tax revenues continued to look solid. Chairman Carpenter noted that the final segment of the Agua Fria/Loop 101 freeway would soon open. Anderson stated that ADOT would be hosting an open house at the freeway on Saturday, October 14, 2000 to celebrate completion of the Agua Fria Freeway. Anderson expressed his appreciation of ADOT's

efforts to accelerate completion of this roadway. Anderson noted that the next six months should be fairly active with several freeway segments opening to traffic. Mike Cartsonis felt that ADOT had a first class project in the Agua Fria. John Little thanked ADOT for accelerating completion of the Agua Fria.

9. Draft FY 2002-2006 MAG Transportation Improvement Program - Highway and Transit Projects Submitted for Federal Funding

Turning to the next order of business, Chairman Carpenter introduced Steve Cleveland, Chairman of the MAG Air Quality Technical Advisory Committee (AQTAC). Cleveland briefed the group on the AQTAC's recommendations on the evaluation of proposed congestion mitigation air quality projects for the FY 2002-2006 MAG Transportation Improvement Program (TIP). Cleveland noted that the purpose of the Congestion Mitigation and Air Quality (CMAQ) Improvement program is to provide funding for projects which will assist air quality non-attainment areas in complying with national air quality standards. He also noted that federal guidance requires that MAG prepare an assessment of expected emission reductions for the proposed CMAQ projects. This year, MAG worked with various agencies to develop enhanced procedures for assessing projects.

Cleveland told the Committee that MAG needed to continue focusing CMAQ funding on projects that reduce PM-10 particulate emissions to help in demonstrating transportation conformity. He stated that in non-attainment areas conformity is necessary for transportation projects to proceed, regardless of funding source. Cleveland noted that conformity had been demonstrated by a very narrow margin this year.

Cleveland then told the committee that great strides had recently been made in improving regional air quality. Specifically, he pointed out that there had been no violations of the carbon monoxide standard for the last three years and no violations of the ozone standard for the last four years. He did note that the MAG region still experiences violations of the PM-10 particulate standard.

Cleveland pointed out that last year, the TRC had allocated a significant amount of CMAQ funding for projects to pave unpaved roads and purchase PM-10 certified street sweepers. He felt that these efforts were key in reducing particulates in sufficient amounts to demonstrate attainment in 2006 under the Serious Area Particulate Plan for PM-10.

Turning to the currently recommended projects, Cleveland noted that the CMAQ emission reduction benefit was greatest for those projects that reduce PM-10 emissions. He anticipated that these CMAQ projects will need to be included in the TIP to demonstrate conformity against the new PM-10 budget which is included in the new Serious Area Particulate Plan.

Cleveland went on to say that while the AQTAC was emphasizing the need for inclusion of additional PM-10 related projects in the TIP to help meet conformity requirements, they also understood that this must be balanced with other non PM-10 related projects supported by the MAG modal committees.

Cleveland related how the AQTAC, at their meeting of October 5, 2000 had adopted a recommendation to focus CMAQ funding on projects that reduce PM-10 emissions. The committee also recommended forwarding to TRC the CMAQ evaluation to use in prioritizing projects.

Among the recommended projects, Cleveland noted that the individual street sweeper requests submitted to MAG are shown as a lump sum FY 2000 funding allocation. He pointed out that based on the evaluation of requests submitted for FY 2001 funding, the estimated emission reduction is 2,672 kilograms per day with a cost effectiveness of \$152 dollars per metric ton. This estimate would put the street sweeper funding first on the list with the largest emission reduction and the best cost effectiveness.

Cleveland thanked the committee for their efforts over the past year in focusing CMAQ resources on the PM-10 pollution problem. He noted that those efforts were consistent with the federal guidance for prioritizing CMAQ funding. In closing, Cleveland also thanked the TRC for their consideration of the recommendations made by the Air Quality Technical Advisory Committee.

Chairman Carpenter then introduced Paul Ward of MAG who gave a status report on the update of the Transportation Improvement Program. Along with CMAQ funding, Ward also noted that the TIP includes transit and Surface Transportation Program (STP) funding. Ward briefed the committee on CMAQ and congestion management scoring. He noted that the CMAQ square was based on a cost effectiveness rating of dollars per metric ton. He observed that only half of the TIP projects get a CMAQ score. He also noted that all submitted projects are being reviewed by the various MAG modal and technical committees and that recommendations on project selection would be presented at the TRC's meeting of October 31, 2000.

Tom Callow asked what a CMS score was. Ward replied that the Congestion Management Score had a range of 1 to 100 with most TIP projects averaging 50. Jeff Martin asked if all TIP projects were included in the MAG Long Range Transportation Plan. Ward replied that projects did not necessarily need to be included in the LRTP, just consistent with the plan. Martin disagreed, citing a letter written to the Arizona Attorney General in response to the US 60 project. Martin made the assertion that the letter made the case that projects not included in the LRTP could not be incorporated into the TIP. Eric Anderson asked Martin for some clarification. Martin indicated that he was concerned that the AG's letter made the case that projects not listed in the LRTP are not supported by MAG. Anderson replied that a project needed to be consistent with the LRTP to be included in the TIP. He went on to suggest that Martin submit his question or concerns in writing.

Jim Book stated that he could not find a CMS or CMAQ score on the street sweepers. Cari Anderson replied that it was \$152/metric ton. Echoing, what Cleveland had stated earlier, she noted that the street sweepers were a lump sum funding allocation.

Mike Cartsonis asked what role the Air Quality Technical Advisory Committee would play in TIP project selection. Ward replied that the TRC would make the recommendation of projects to the Regional Council, not the AQTAC. Chairman Carpenter noted that he could see the PM-10 emphasis in the project recommendations.

10. RTP Consultant Selection

Turning to the next order of business, Chairman Carpenter introduced Stuart Boggs of MAG who briefed the Committee on the status of the consultant selection for the new regional transportation plan. Boggs told the Committee that the MAG Regional Council had authorized issuing a request for proposals at their meeting of July 26, 2000. In response, MAG had mounted a direct mail solicitation of local and national firm to assist the agency in the development of the RTP. Boggs also noted that a notice of the RFP had been placed with both English and Spanish language newspapers with local circulation, and with a professional journal, the Transportation Chronicle.

Boggs noted that three proposals had been received in response to the RFP. The firms were Parsons Brinckerhoff, URS Corporation and Wilbur Smith Associates. Boggs went on to state that these proposals had been reviewed internally by MAG staff and also by a fifteen member Regional Transportation Plan (RTP) Advisors group. He told the Committee that the Advisors included representatives from MAG's policy, modal and technical committees, ADOT, RPTA and the Salt River Pima-Maricopa Indian Community.

Boggs told the Committee that the RTP Advisors had a preliminary meeting on September 22, 2000 where the consensus was to interview all three consultant teams. The three consultant teams were subsequently interviewed on October 4, 2000. Based on the review of the proposal and the interviews, Boggs noted that the consensus of the RTP Advisors and MAG staff was that URS Corporation should be selected to assist MAG in development of the new Regional Transportation Plan.

Bryan Patterson asked who would be the project manager for URS Corporation on this project. Boggs replied that Dave French would be the project manager. Eric Anderson told the Committee that the consensus was based on URS Corporation's demonstrated grasp of the RTP project as well as their extensive working knowledge of the region. There being no further discussion, Chairman Carpenter asked if there was a motion. Jeff Martin made a motion to recommend selection of URS Corporation as the consultant for the RTP project. David Moody seconded the motion and it was subsequently passed unanimously by the committee.

11. Loop 303 Update

Turning to the next order of business, Chairman Carpenter introduced Mark Schlappi of MAG who briefed the Committee on the study of alignment alternatives for Loop 303 between Lake Pleasant Road and I-17. Schlappi identified four alignments that are being evaluated: Dixileta, Lone Mountain, Carefree Highway and New River Road. Calling the Committee's attention to a land use map of the study area, Schlappi discussed the planned land uses. He noted that a considerable amount of commercial land use had been planned along I-17. Mike Cartsonis asked what the large brown area adjacent to I-17 indicated? Schlappi replied that it was proposed to be mixed use. Cartsonis asked if that meant the area was undefined. Schlappi indicated that it denoted a mix of residential and commercial uses. Cartsonis asked who had primary jurisdiction in the study area. Schlappi replied that Phoenix and Peoria controlled the majority of the land in the study area.

Schlappi went on to describe how population will double in 20 years in the study area. He also noted that employment will more than double during the same period. Eric Anderson noted that the projections were not based on MAG's adopted numbers, but were alternative projections that took into account the latest development activity. He cautioned the Committee not to focus on time frames but rather on the impact of the projected growth regardless of when it ultimately occurs.

John Little asked if any of the alignment alternatives would go through locally designated conservation areas. Anderson replied that the proposed Sonoran preserve would be impacted by some of the alignments being considered. Chairman Carpenter asked which of the proposed alignments is closest to the Loop 303 alignment described in the 1985 election. Schlappi replied that the Dixileta alignment most closely follows the 1985 alignment. Anderson noted that development activity since 1985 has encroached on the originally defined corridor.

Schlappi then described the subsequent alignment studies that were undertaken by ADOT and MCDOT. Chuck Eaton of ADOT noted that the 1985 alignment would have connected to I-17 between Lone Mountain Road and Dixileta Drive. The current interim alignment would go up Lake Pleasant Road to State Route 74 and then to I-17. The original 1985 alignment is no longer a part of the state system.

Mike Cartsonis asked about the connectivity to areas east of I-17 of the four alignment options. Schlappi noted that the Carefree Highway and Lone Mountain Road options would provide through traffic movements. Anderson observed that a portion of Carefree Highway between Cave Creek Road and Scottsdale is only two lanes. Tom Buick noted that MCDOT has an access control plan in place for Carefree Highway. Jim Book observed that the 1985 alignment did not address connectivity.

Jeff Martin voiced his opposition to the New River alignment, stating that it would encourage sprawl in the far north valley. He urged adoption of a more southern alignment

such as Dixileta which would be similar to the alignment described in the 1985 election. Tami Ryall observed that adoption of the New River alignment would have the effect of rewarding so called “Gateway Projects” that are located on the periphery of the urban area. Anderson pointed out that, according to the traffic model runs, the New River alignment would function as a I-17 bypass. Schlappi discussed the implications of the future residential population patterns. He noted that the USAA corporate campus and the proposed regional retail center at Carefree Highway/I-17 would create employment centers that will affect the direction and volume of travel. Schlappi described the study area’s topography and how the numerous mountains will significantly constrain where new roads can be located. He also briefed the Committee on the base network assumptions used in the traffic model which included six travel lanes on I-17 with HOV lanes extending north to Anthem.

Schlappi noted that I-17 would be significantly congested by 2020. Under the New River Road alignment, Loop 303 would experience light levels of traffic and congestion on I-17 would be reduced. Schlappi told the Committee that the Carefree, Lone Mountain and Dixileta alignments would all serve east-west travel needs. He also noted that the Dixileta alignment’s lack of connectivity to the road network east of I-17 would result in significantly traffic impacts to the interstate as drivers seeking to travel east would use I-17 to connect to Carefree Highway, Lone Mountain Road or Happy Valley Road.

Jeff Martin asked if ADOT could design a solution for the Dixileta option that would allow connectivity. Chuck Eaton replied that ADOT and FHWA are opposed to constructing a “T” interchange for Loop 303 and I-17 since this would aggravate congestion on I-17. Eaton observed that the I-10/US-60 interchange at Tempe suffered from significant traffic congestion.

Tami Ryall noted that Phoenix was planning to construct a water treatment plant at Dixileta adjacent to I-17. The plant would prevent extending Dixileta Drive to I-17 from the east. Moody asked if the road could be extended if the plant were moved. Anderson replied that the plant is in design. He also noted that the Sonoran Preserve and a mountain both would prevent extension of Dixileta west to I-17. Moody suggested moving the a Dixileta extension south of the plant. Anderson noted that the proximity of Skunk Creek raised serious open space issues that would have to be addressed by a road extension in this area. Schlappi noted that the Central Arizona Project (CAP) canal is located south of the plant site. The CAP would create further problems for a road extension in that area. He also observed that the amount of development along Happy Valley Road precludes moving the alignment further south.

Jim Book took issue with the assertion that the mountains are a constraint since he noted that residential development was occurring in the area. Mike Cartsonis felt that the Lone Mountain alignment would be the logical choice. He asked what were the problems associated with the Lone Mountain option? Anderson replied that this option would load traffic onto Lone Mountain Road east of I-17. He noted that Dove Valley and Lone Mountain Roads will be combined into one arterial east of I-17 to limit impacts to the

Sonoran Preserve. Anderson observed that Carefree Highway is a state route that could be developed as a limited access facility. Anderson also pointed out that Phoenix had concerns over the Carefree alignment option since they were planning a regional retail center at the current Carefree Highway/I-17 TI that could suffer accessibility problems if a full highway to highway interchange were developed in that area.

John Little wanted to know what an east regional connection to Loop 303 would connect to. He felt that the study area boundaries which excluded most of Scottsdale, did not allow for consideration of impacts to that community. Schlappi noted that east-west traffic in the study area does go to and from Scottsdale. Little asked what happens to the traffic off the map? Anderson replied that Dynamite Road had been designed as a major arterial to provide for east side connectivity. Chairman Carpenter suggested looking at regional connectivity. Book recommended going back to the 1985 regional freeway plan. He felt that the issue before the Committee was the segment of Loop 303 that the west valley communities want and that was promised in the election.

Chuck Eaton cautioned the Committee that it would be premature to select an alignment alternative before a public involvement process had been undertaken. Martin asked what would be the problem with going through the mountains. Anderson noted that the traffic volumes for all four alignment options were pretty similar. Schlappi observed that the New River alignment would take some traffic off of I-17 but would not address east-west travel needs. He also noted that this option would achieve the least reduction in delay while the Lone Mountain option would achieve the most.

Chairman Carpenter asked what the schedule was for reaching a consensus on an alignment. Schlappi replied that he would be back at the TRC's October 31, 2000 meeting to address some of the questions raised by the Committee.

12. MAG-ADOT CANAMEX Corridor Study

Turning to the next order of business, Chairman Carpenter introduced Chris Voigt of MAG who briefed the Committee on the status of the CANAMEX corridor study. Voigt told the group that MAG and ADOT had been working together on the study of potential CANAMEX routes through Maricopa County for about a year and had developed a joint recommendation following public consultation on the draft report. Voigt reviewed the public outreach effort that had occurred as part of this study including a stakeholders forum, open houses and public meetings. The joint MAG-ADOT recommendation for the corridor to follow Interstate 8 to SR 85 to I-10, and include the Wickenburg Bypass. Voigt noted that further study is needed regarding defining a route from SR 85 to the Wickenburg Bypass, as significant public comment was received on this section of the corridor. The MAG-ADOT recommendation would better position SR 85 upgrades and the Wickenburg bypass for Federal funding.

There being no further discussion, Chairman Carpenter called for a motion. Jeff Martin made a motion to recommend the future designation of the CANAMEX Corridor within the Maricopa region to include I-8 between I-10 and SR 85, SR 85 between I-8 and I-10, and the US 93/US 60 Wickenburg Bypass with the connection between the SR 85/I-10 junction and the Wickenburg Bypass to be designated following additional study but constrained to a location outside of the air quality nonattainment area for particulate matter under ten microns in diameter (PM-10) as specified in the "Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area" (February 2000).

Jim Book seconded the motion and it was subsequently passed by the unanimous vote of the committee.

13. Next Meeting Date

Chairman Carpenter told the group that the next meeting will be held on October 31st at 10:00 a.m. in the Saguaro Room, 2nd floor, MAG offices.

There being no other business, the Chairman adjourned the meeting at 3:14 p.m.